



**AUTOMOBILES
and TRUCKS**

Sunday, January 9, 1921.

The Washington Herald

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GREATEST MOTOR CAR SHOW IN HISTORY OPENED YESTERDAY

Many Local Auto Agents In New York for Event

Attractive Models for All Pocketbooks on Display in Pretty Setting.

Many members of the Washington automotive industry now are in New York attending the big automobile show which opened in Grand Central Palace yesterday. A number of the dealers left last night and plan to stay throughout the week of the show.

They have been planning for weeks to go to this exhibit which is expected to be one of the greatest events in automotive history, coming as it does at practically the end of a slow period in the automobile field. All those familiar with this field and who have been watching the trend of events for the past few weeks look to this show as the starter which will mark the beginning of one of the greatest years in the history of automobiles.

It is expected to be the means of reviving interest on the part of the automobile using public and to that end the means of resumption of business on the part of the dealers. A number of the Washington dealers went to the show for the purpose of observing some of the classiest new models being put out by some of the auto factories to meet the popular demand. Some of the local dealers will see, for the first time, new models just put out by the factories they represent.

Record Crowd Present.
From 12 o'clock yesterday afternoon until 2 o'clock yesterday afternoon the Palace was thronged, and the crowd reached its height during the evening session, says the reports from the show. New York apparently has again gone automobile mad.

Twenty automobile shows have come down into history, but never have the cars been staged in a more brilliant and awe-inspiring manner than that which greeted visitors yesterday. There are 89 different makes of vehicles on the four floors of the Palace that are devoted to the show, and the means of access to cars set against a background of red and green, forming a most wonderful picture. There are cars of all sizes and prices, and the latest models of the most famous manufacturers. The cars are arranged in a most attractive manner, and the show is a most interesting one. The cars are arranged in a most attractive manner, and the show is a most interesting one.

Cars for All Pocketbooks.
This year's show is easily the most comprehensive one that has ever been held anywhere in the world. Cars for every pocketbook were apparently the aim of the management. The costly limousines and sedans attracted the millionaires, the touring cars took the attention of the chap who has not yet made his million, while the runabouts and lighter models, drew that part of the gathering which never expects to have a million. Altogether it was a real cosmopolitan crowd that attended the opening, many society people and prominent club men being noted in the throng.

Perhaps only the expert can discover the changes in the cars shown this year as compared with last. What betterments have been made are of a conservative character, radicalism having been discarded by motor car manufacturers years ago. Stream lines will be found more pronounced, their running in several instances from the radiator hood right back to the tonneau, for the most part body designs are little changed except as to their beauty. The artistic eye has never been surpassed.

Four and Sixes Predominate.
Engines attracted a lot of attention from the visitors. The four and six cylinder types are usual, but the eight and twelve types that are the motive power of the several higher-priced cars. Without doubt each type of engine has its intrinsic value, but many manufacturers have made a success of developing and concentrating on the one particular design, they believe best for their product.

Optimism Seen in Auto Field
Charles Clifton, president of the Automobile Chamber of Commerce, opened the show. There were no formal ceremonies, but the arrivals gazed at the wondrous spectacle that greeted them. The main floor was a riot of color, the hundreds of more pillars having been covered with a trellis work to a height of twelve feet, this being entwined with vines and leaves, while the red and green background of the color scheme provided a picture of beautiful contrast.

Planned for Crowds.
Visitors yesterday were much impressed with the traffic arrangements that have been made for handling the crowds. The number of passengers, has been fitted up for use, in addition to the usual battery of passenger cars. This additional elevator was a big help in handling the crowds.

The accessory exhibits attracted thousands of the visitors. These were located on the third and fourth floors, and it was the persons who at present own cars who were most interested. There are hundreds of booths displaying thousands of devices that go to make for comfort in automobile ownership, from the smallest cotter pin to special tops that can be hoisted up in rainy weather, they were on view in the complete display that is a feature of the present show.

Beginning tomorrow, which will be All America Day, the show will open at 10 a. m., and remain open daily until 10:30 p. m. Saturday next. Tuesday will be Automobile Engineers' Day; Wednesday, Society Day; Thursday, Army and Navy Day; Friday, Dealers' Day and Saturday, Suburban Day.

DEVELOPMENT OF SUPPLY OF ROAD EXPERTS, PURPOSE

Committee Also Will Map Out Plan of Education.

C. J. Tilden, professor of engineering mechanics at Yale University, has been granted leave of absence for a year to accept the position of director of the highway and highway transport education committee, of which Dr. P. P. Claxton, United States Commissioner of Education, is chairman.

The committee, which was formed last May at the invitation of the Commissioner of Education in addition to Dr. Claxton, includes Thomas H. McDonald, chief of the Bureau of Public Roads, United States Department of Agriculture; Col. Mason M. Patrick, Corps of Engineers, United States Army; Roy D. Chapin, president of the Hudson Motor Car Company; W. S. Kell, president of the American Association of State Highway Officials; H. S. Firestone, of the Firestone Tire Company; Dean Bishop, of the University of Pittsburgh, and Prof. Tilden.

The membership of the committee is designed to include representatives of all governmental educational and industrial groups interested in the advancement of education in highway and highway transport engineering.

To Train More Engineers.
The formation of the committee last May was the first step in a nation-wide undertaking on the part of these groups, and it is expected to lead to better training of larger numbers of highway and highway transport engineers to fill numerous positions which will be available for them in the near future.

The new director will take charge immediately of the work planned by the committee, which includes the compilation of economic, scientific and engineering data relative to highway construction and highway transport, and the distribution of these data to educational institutions. Because of recent developments in the science of road construction as it is now practiced, and the still later development of automotive transport engineering, there are no up-to-date textbooks or use in colleges and technical schools. Several large governmental and industrial agencies have agreed to supply data for such books from their experience.

Insure Supply Road Engineers.
It is expected that Prof. Tilden's work ultimately will lead to the formation of a comprehensive program of education for highway and highway transport engineers, which will insure an adequate supply of technically trained young men to fill the ranks of the growing branches of the engineering profession.

NEW DEUSENBERG MAKES ITS BOW

Displayed for First Time at New York Show.

One of the latest cars to make its appearance on the show is the Deuseenberg Straight Eight, exhibited for the first time at this year's show. A feature of the Deuseenberg line which has attracted particular attention is the convertible sport roadster model. Embodying all the advantages in riding comfort and distinctive appearance of a custom-built design, this new car is long, low and powerful. It is mounted on the 124-inch Deuseenberg chassis, which is similar in design and construction to that of the famous Deuseenberg racing cars, being fitted with a vertical, all-in-line eight-cylinder engine of 2 1/2-inch bore and 5-inch stroke.

For a long time people have had a mistaken idea that economy is not to be expected in high-class cars. The Deuseenberg Straight Eight, has effectively refuted this idea. Its compact, small-bore engine, with an overall length of only thirty inches and a 25-inch piston stroke, combines great power with unusual economy—giving more than twenty miles per gallon of gasoline.

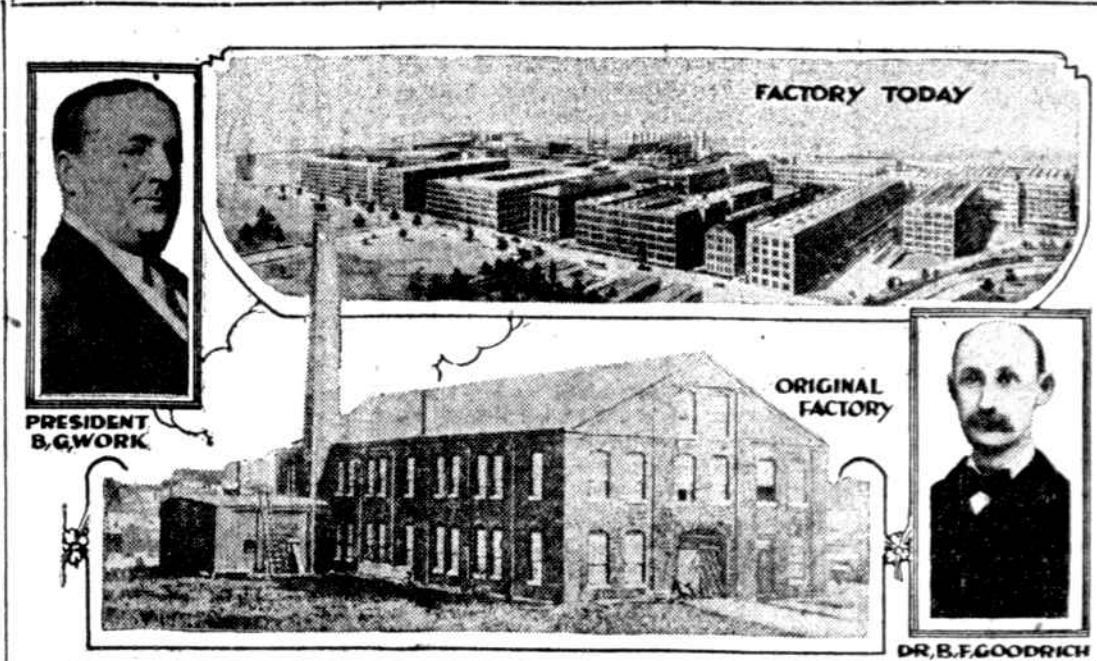
Tire life is still further lengthened by the four-wheel hydraulic braking system, the Deuseenberg being the first American stock car to be provided with brakes on all four wheels. The smooth automatic action of these brakes distributes the braking strain evenly to all four wheels, preventing the wheels from locking and skidding the tires.

These features are indications of the economy and durability which are possible in the products of modern automobile engineering, based on real experience and the progress of racing car design.

Rim Will Not Fit.
When a rim with tire is mounted on the wheel, it often happens that the rim cannot be moved into place, remaining partly on and partly off. Slight springing of the rim is all that is needed and this may be done by placing the head of a jack against the hub of the wheel and the base of the jack on the protruding portion of the rim. Thus springing a little, a hammer blow will slide the rim over the edge of the wheel.

Valve Springs.
Weak valve springs can cause endless trouble in promoting poor engine operation. Whenever the valves are removed the springs should be measured to see that they are of the same size. If one spring is stretched or a plate placed under it, to increase the pressure.

INDICATES RUBBER INDUSTRY GROWTH



The upper picture shows the present factory buildings of the B. F. Goodrich Rubber Company, at Akron, Ohio, necessary to meet the demands for rubber goods by automobilists and others. The original building shown in the lower picture could be housed in one small corner of the present factory.

Goodrich Rubber Company Celebrates Golden Anniversary—Tribute Paid Dr. Benjamin F. Goodrich, Founder

AKRON, O., Jan. 8.—A man whose pioneer work in the rubber industry was destined to figure prominently in the development of the automobile but who did not live to see a "horseless carriage" was singularly honored here last week. His name is Dr. Benjamin Franklin Goodrich, founder of the rubber company bearing his name.

Last week marked the golden anniversary of the founding of the B. F. Goodrich Rubber Co., the parent factory of the "Rubber City." The company was incorporated December 31, 1870. Officials and employees of the company, residents of the city, and thousands of friends and customers throughout the country joined in paying tribute to the memory of Dr. Goodrich and in celebrating the termination of a full half-century of the company he established.

The rubber industry literally made Akron—changed it in the space of a few decades from a quiet little mill town of a few thousand inhabitants to one of the foremost manufacturing centers in the United States. Consequently, the people of Akron feel deeply grateful to the man who first brought the industry to the city and paved the way for future growth.

Few Uses Fifty Years Ago
Fifty years ago when Goodrich was founded the uses of rubber were few. It was just beginning to be appreciated as a factor in industrial life. Since that time the ingenuity and inventiveness of men have created of this material many thousands of products which today are absolutely essential to the continued progress of the world.

Dr. Goodrich, a resident of New York State, was a physician by profession. However, after serving as a surgeon during the Civil War he took up real estate and shortly afterward found himself in possession of a small rubber factory at Hastings-on-Hudson.

Handicapped by lack of funds, his first efforts to create this industry were unsuccessful. Attracted by Akron's transportation advantages and an offer of financial assistance from a group of Akron men, he brought his equipment to this city. The manufacture of rubber products was first started by Dr. Goodrich in a small, two-story brick building 40 by 100 feet, which could be placed in one of the mill rooms of the present plant. To start with, the concern employed twenty-five men. This little factory of fifty years ago has grown until today it comprises sixty-three buildings of brick and steel—covering 110 acres of land.

First Auto Tire Craze
The success of this carriage tire, followed by that of the pneumatic tire for bicycles, naturally led to the manufacture of tires for automobiles. The first one made was a crude affair, with many layers of fabric and a very heavy tread. Improvements came rapidly, however, and by the time automobiles passed the "freak" stage a dependable tire was being made in quantity.

As the facilities of railways and shipping were expanded, the world began to grow more rapidly, so, when travel and transportation over the highways were made smoother and swifter, distances were shortened and it became possible to extend industrial effort and growth. At every point rubber has helped in the expansion of the transportation facilities of this country.

Although the manufacture of automobile tires was a large factor in the latter day growth of Goodrich, they are nevertheless only one branch of the organization's production. Mechanical rubber goods, rubber footwear, druggists' rubber sundries, and hard rubber goods also are manufactured in enormous quantities.

Dr. Goodrich lived to see the Goodrich organization well started on the road toward success, even though he died before the automobile was invented. He had done his work well and had trained men to take his place in developing the industry even further.

The Goodrich company is commemorating the anniversary by publishing an attractive forty-eight page book called the "Golden Year of Goodrich" telling of the romance of the rubber industry, its history and what great importance it has been in the progress and development of the world. The book was written by Wilbur D. Nesbitt and illustrated by W. T. Benda, the famous Polish-American painter.

Automobiles Bear Heavy Tax Burdens

How much more taxes can the automobile industry stand? Last year auto dealers paid the Federal government approximately \$150,000,000 in excise taxes.

Owners paid the various States nearly \$75,000,000 in license fees. It is estimated that personal property taxes on motor vehicles netted another \$100,000,000. Recently a plan was advanced by a national body which would have added \$150,000,000 more to the Federal tax burdens in 1921.

It is estimated that the plans which will be offered in the various States to raise revenue in 1921 will add approximately \$100,000,000 more to the list. Adding these up we have a total of \$575,000,000 in fixed and proposed taxation.

At the average unit of sale price of \$1,000 for an automobile do you realize that here alone in taxes has been consumed, money enough to purchase 575,000 new automobiles?

TRANSPORT PLAN SERIOUS WITHOUT HELP FROM AUTO

Stopping of the Motor Car Would Cripple Transportation.

Indications point to the fact that America is about to undertake the greatest building program the country has ever known. The immediate plans call for railroad improvements, new highways, homes, hotels, hospitals, bridges, sewer and water extensions. The requirements for these exceed \$10,000,000,000 in value.

A million automobiles is the normal requirement for replacements to fill the gaps left by worn-out cars. No one who has owned an automobile will long endure without one. Without the automobile, industry would stop and transportation be paralyzed. Distances between town and country, between producer and consumer, could not be covered. Living costs would rise and land values would fall.

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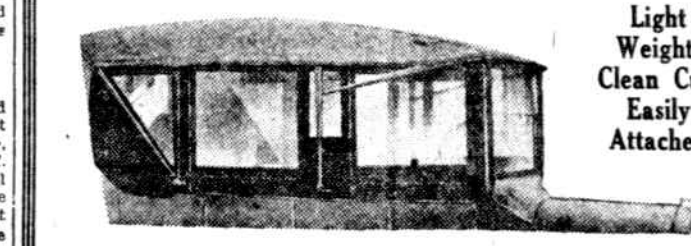
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